

Hongkong Daily Press.

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JAS. D. M. CAMERON,
Manager.
Hongkong, 6th May, 1903.

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NOTICE TO CORRESPONDENTS.

Our communications relating to the new columns
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The Daily Press.

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LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 27th AUGUST, 1903

THE report of Commissioner J. H. STEWART LOCKHART, our former Colonial Secretary, on Weihaiwei in 1902 evidently aims at correcting impressions which have got abroad about the new dependency on the Shantung coast. Mr. LOCKHART does not of course claim that there is a great future certainly lying before Weihaiwei, but taking all things into consideration he thinks the recent progress satisfactory. There can be no doubt, he says, that the various changes in the administration and the public uncertainty as to the policy of the Imperial Government tended to impede the place's development. Now that the administration is more settled and the public begins to realise that trade will be encouraged, it is hoped that commercial enterprise will be more active. This indeed is the opinion of a commercial expert acquainted with Weihaiwei, whom Mr. LOCKHART quotes. There are already signs of the Chinese taking an interest in local trade. During 1902, 145 steamers, exclusive of Admiralty colliers, Government transports, and a small steamer running with mails to Chefoo, entered the port, representing a tonnage of 151,809 tons. Imports and exports were small, but "everything must have a beginning." Both extreme optimistic and pessimistic views are unjustified. "While on the one hand," says Mr. LOCKHART, "the situation of Weihaiwei does not seem to warrant the anticipation that it will become a second Hongkong, on the other hand it possesses potentialities which, if fostered, ought to entitle it to rank higher than that of a second-class watering place. There can be nothing dead

"certain" about it, and it is, therefore, "idle to indulge in prophesy regarding it." But if the finances of this Dependency "are carefully nursed and its government economically administered, there seems no reason why Weihaiwei should not at least pay its way in time without being dependent on the Imperial Exchequer for financial assistance, and if capital be attracted to its shores, it appears to be fairly certain that a trade will be created." Not over-anguine, it may be seen, is the Commissioner, but still he is moderately hopeful. The best is being made of a bad job, a job which was unaccountably rendered bad by our own action in voluntarily cutting off Weihaiwei from railway access to the interior of Shantung. Apart from its commercial disabilities, Weihaiwei has a capital climate, the heat seldom calling for punkahs, and enteric and malarial fevers are so far unknown. It has a sulphur spring of high remedial value, which is to be developed. Its healthiness has enabled the establishment of a successful European School, of which the prize-day, we notice, was held on the 30th ult. with the Commissioner presiding. Its population is estimated at about 124,000—Mr. G. T. HARRIS reckoned it in his report last year at 123,750—of whom 4,000 live on the island of Linkungino. The inhabitants seem well behaved and the village elder system, of which Mr. LOCKHART had experience in the New Territory, is in vogue as it was under Chinese rule and works satisfactorily. There is a good deal to be done in the way of public works, especially road-making, but this must of course be a matter of time, if the infant colony is not to be run on too expensive lines. The revenue for 1902 was considerably in excess of the estimate of \$18,700, whilst the expenditure has been less than the approved estimate of \$142,500. The grant-in-aid from Imperial Funds was \$12,000, as compared with \$11,250 for the previous financial year. The grant-in-aid for the current financial year is \$9,000. The balance in the bank to the credit of Weihaiwei on March 31 last amounted to \$82,693, say, \$8,891, which is a much larger saving than that originally estimated, \$4,000. Mr. LOCKHART concludes by quoting a remark in an essay by one of the boys at Weihaiwei School—"Like all other British possessions and dependencies, Weihaiwei must be a success"—and with such a note of cheerfulness rather than with gloomy forebodings he prefers to end his first annual report. Such cheerfulness inspires our sympathy, and again we wish we could forget that it is only a case at Weihaiwei for making the best of a bad job. We trust that it will be the successful little place it is hoped by the authorities it may be; but we must recollect that it was once declared proudly to be a counterpoise to Port Arthur!

The next Volunteer promenade concert will be held on the 19th prox.

At the Diocesan School and Orphanage, school duties will be resumed on the 1st prox.

The Hon. A. W. Brown, Registrar-General, returns to Hongkong next month with his wife, having married during his visit home on leave.

An interim dividend at the rate of 5 per cent. (\$2.50 per share), for the six months ended 30th June, has been declared by the Hongkong and Kowloon Wharf and Godown Co., Ltd.

By permission of Major Radcliff and officers, the band of the 33rd Darnley Infantry will play the following programme at the Kowloon Hotel, during dinner, this evening (weather permitting):—

March..... "Romance"..... Gounod
Overture..... "Mugger's of Anjou"..... Meyerbeer
Selection..... "The Shop Girl"..... Ivan Caryll
Dance..... "Hungarian"..... Brahms
Selection..... "Favourite Airs"..... Schumann
Waltz..... "Dans les Nuages"..... Waldteufel
Galop..... "The Lancers' Attack"..... Bohm
"God Save the King"

"Simian depravity. Dastardly outrages by a drunken monk at Chang Su Ho's Gardens." This heading in a recent *Shanghai Times* certainly attains the desired effect of startling. At first the connection between "monks" and the specified form of depravity might not be plain. But we have only to go on to read how a tame monkey threw a brick at a sailor who was selfishly drinking by himself in Chang Su Ho's Gardens, Shanghai. It is very interesting, but our contemporary in its struggles to be ahead of the times sadly abuses the Anglo-American language.

Two items about Northern railways come from the *Sinwango*. The railway between Chingting and Shengdi, Chili, has been completed. The authorities propose to run regular trains by the end of the current month, but the exact day is to be fixed by the Directors-General of Northern Railways. Recently there have been numerous cases of robbery with violence in the vicinity of the stopping places of trains on the Tientsin-Peking Railway. Not only travellers have been waylaid and deprived of all they carried, but the people of the neighbouring villages have also suffered from their violence, very often in broad daylight; in fact several villages have been captured by the robbers and held for ransom.

The value of the 50th currency notes in circulation at the end of July was Ticals 5,569,490. The increase in circulation as compared with that at the end of June was Ticals 525,395.

The new cutter *Misaduno*, built at Shanghai by Messrs. Farham, Boyd & Co., for the coast-guard service of the Philippine Islands, arrived at Manila on Friday last, having done the trip in five days.

The rage for alliteration in headlines is wonderfully widespread. How often lately in papers from all parts of the world have we read of the "Passing of the Pope" or of "Salisbury Sinking." There used to be a paper in London, the fame of whose editor was built upon his ingenuity in selecting such headlines for the poster every morning.

The following is an English essay on mosquitoes by a Japanese student of the language and the insect:—"On summer nights we hear the sound of faint voices; and little things come and sting our bodies violently. We call them *Ko*, in English Mosquitoes. I think, the sting is useful to us, because if we begin to sleep, the *Ko* shall come and sting us; uttering a small voice, then we shall be brought back to study by the sting."

Like all notorious wits the late James McNeill Whistler got credit for many epigrams, both good and bad, that should have been laid to the account of other men. But it seems to be true that he said "Nature is eating up" to the quacking lady who declared that she and her husband had actually seen the effects of his Nocturnes during a boating-trip on the Thames; while he is also the best claimant to the cruel saying "snubless oblige."

Dr. Mitchell of the U.S.S. *Villalobos* was the only European passenger on the *Poyang* when cholera carried off three of her officers and the native pilot; he was taken ill too and had a narrow escape. The probable cause of the outbreak is the taking of salad on Saturday night, the 15th inst., cholera ensuing. The four who died all partook of the salad, and three had died before the vessel reached Kinkiang on Sunday afternoon.

A Chemulpo message, dated August 17th, to the *Shanghai Times*, says that the demands of the British and Japanese Ministers for the opening of Wiju by the Korean Government to foreign trade has drawn forth a strong protest from the Russian Minister, M. Pavloff, who urges that the point should not be raised till the Manchurian question has been settled—naturally at some date in the Greek Kalends. Japan is still pressing for the opening.

Many strange insurances are effected at Lloyd's, but at last one has been seriously proposed which has failed to obtain a quotation. It arose out of a recent sensational divorce case. The co-respondent had been ordered to pay heavy damages, which the petitioner had generously settled on the respondent. The co-respondent desired to know what rate would be required at Lloyd's for ensuring that the respondent henceforth led a blameless life. This is no hour, for a correspondent of the *Outlook* has seen the original letter, written in all seriousness.

"F.A.G." in the *Kobe Chronicle* gave the following picture of life in Kobe a fortnight ago:—"Nixety-seven degrees and yet we live! Business as dull as ditch-water, and yet we don't die! There is something in the air of Japan which makes me inclined to believe at times that things are not what they seem. What puzzles me is why the merchants remain in town where there is nothing doing—so they say—instead of wandering above the cloud-line in the hills and making an effort to believe they are in heaven." He goes on later to say:—

"The gratitude of non-missionary foreigners could not be better shown than by erecting some memorial to these early pioneers and explorers who, in the heat and burden of the day, made up their minds to find out where it was coolest and to remain there while the sun beat down upon the foolish people of the plains. After all, have they not their reward? Did not the Sunday at Home call attention to the missionaries who lived on a mountain slope to the east of Kyoto, having renounced everything but a 'bare subsistence,' living in their white tents, and working—yes, working!—with enthusiasm? Let us acknowledge the debt of gratitude we owe them in showing us how to work with the thermometer at 97 deg."

According to the *Vostokni Viesnik*, the port of Vladivostok, whose development was being seriously hampered by Government restrictions and competitive conditions, has found powerful supporters in the Minister of Finance, M. Witte, and the Minister for War, General Kuropatkin. It is no secret, says the *Viesnik*, that General Kuropatkin, before quitting Port Arthur on his return journey to European Russia, expressed himself in favour of introducing several radical changes in the Far East with a view to benefiting Vladivostok. The Russian Minister for War is of the opinion that the area of Russia's territory in the Far East should be divided into two portions, the southern, which should comprise the territory lying to the south of Khabarovsk, with the Governor's residence in Nikolai, and the northern, with the Governor's residence in Khabarovsk, on the Amur. General Kuropatkin considers that Vladivostok should be accorded official preference over Khabarovsk, and favours the removal of the residence of the Governor-General from the latter river centre to Vladivostok. It is further proposed to make Vladivostok the headquarters of the Commander-in-Chief of the Russian forces in the Far East. Present Russian military exigencies in the Far East likewise dictate the advisability of such a step. Vladivostok's position being relatively more southerly.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENT.]

SHIPPING DISASTER.

SHANGHAI, 25th August, 11.55 p.m.

WRECK OF NORWEGIAN STEAMER.

The Norwegian steamer *Spill* bound with coal from Moji to Shanghai has been totally wrecked on the Anherst Rocks. The crew has arrived at Woosung on a junk.

AMERICA CUP—SECOND
RACE.

New York, 25th August.

"RELIANCE" AGAIN WINS.

The second race was won by the *Reliance*, by between two and four minutes, over the thirty-mile triangular course in a moderately steady breeze. Result deemed decisive.

New York, 25th August.

Reliance won second race by between one and two minutes. Fair race, good breeze, fine weather.

[We publish the above by kind permission of the Sperry Flour Company and of Messrs. Shawin, Jones & Co.—Ed. D.P.]

REUTER'S SERVICE.

LORD SALISBURY'S DEATH.

LONDON, 24th August.

In a Court circular the King, deeply deploring the loss of the great statesman, whose invaluable services will for ever dwell in the memory of his compatriots. Messages of condolence are pouring in at Hatfield from all parts of the world. The newspapers mourn the passing of the last great statesman of the Victorian era.

THE BALKAN TROUBLES.

LONDON, 24th August.

Troops have been despatched to Adrianople, where a state of panic prevails.

The rising has become general in the Vilayet of Adrianople.

THE WHITAKER WRIGHT TRIAL.

LONDON, 24th August.

Mr. Whitaker Wright has surrendered to his bail, the whole £50,000 having been found.

FRANCE AND ABYSSINIA.

LONDON, 24th August.

It is reported at Aden that the relations between France and Abyssinia are strained, owing to the refusal of the French to pay the heavy Abyssinian dues on the traffic of the Jibuti railway.

NAVAL NOTES.

The latest addition to the China Squadron, the battleship *Leviathan*—particulars of which we published on the 19th inst.—arrived from Singapore early yesterday afternoon. She made a quick trip up, leaving Singapore on Saturday. H.M.S. *Cressy* and *Humber* are en route to this port from Weihaiwei.

When last reported the *Talbot* was at Chemulpo.

H.M.S. *Albatross* has been undergoing extensive repairs for the reception of the new Rear Admiral, due here to-day.

It now appears doubtful whether the *Argonaut* is to be recommended here, as previously reported. There is some talk of her going home at the end of this week.

The Italian cruiser *Lombardia* left for home yesterday morning.

POLICE METHODS IN MANILA.

In the Police Court at Manila last week, Judge Liddell referred to alleged malpractices of the police in discriminating against violators of the law, his comments being made during the trial of a saloon-keeper named Williams, whose place is in Malate. The evidence showed that liquors were sold after midnight without furnishing the prescribed *bona-fide* meal. The accused was found guilty, and fined fifty dollars. The waiters found in the resort were each fined ten dollars. Judge Liddell said he did not presume to condone wrong-doing by the poor or rich, but he was surprised to note how many large establishments were openly and repeatedly violating the law without any interference on the part of the police. He mentioned a leading hotel as a notorious offender. Incidentally, his Honour referred to the practices of the police in trumping-up charges against inoffensive Chinese, several cases having disclosed deceit and perjury.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
Barometric changes are slight.
Pressure remains high over SW. Japan, and relatively low over the middle part of the China Sea, and the Pacific to the E. of N. Luzon.
Gradients slight generally with moderate E. and S.E. winds in the Formosa Channel, and over the N. part of the China Sea.
Forecast:—Light or moderate E. winds; showery.

CORRESPONDENCE.

INTERPORT CRICKET.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 25th August.

SIR,—A lot has been said lately with regard to the Interport Cricket week at Shanghai, and as to the likelihood of Hongkong sending up a team to represent her. From a rumour current this morning it appears that *taipans* have not proved so obstinate as was before supposed, with the result that very probably the end of September will see a dozen odd representatives leaving Hongkong for the Northern port, to strive to uphold the prestige of the Colony at cricket, and possibly tennis. This leaves us with about a month in which to practice (Shanghai have been playing for two or three months now) and our cricket committee has not yet seen fit to provide notes for those aspirants to Interport honours at which to practice. Besides, since the end of last season, now cricketers of merit may have arrived in the Colony, who will hardly have time to prove, their mettle, and who may possibly be excluded from the team by sheer want of practice and nothing else. I notice the Cricket Ground is rolled nearly every evening, presumably for lawn-bowls; why not get out the nets and then see who will be in the majority, lawn-bowlers, or cricket bowlers and batters? Give it a trial, you energetic committee, and perhaps you will find there is some merit in the suggestion of—Yours, etc., M. C. C.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

Canton, 25th August.

THE ALLEGED RIOT AT FATAHAN.

Alarmist reports were in the air last week from Fatahan. It was said that the workmen on the railway had risen against the engineers, and that the latter had fired in self-defence and killed three Chinese. The truth is that a stone was thrown at one of the engineers who had struck a coolie, but nothing more alarming than this occurred. There has, however, it is true, been a good deal of discontent among the employees of the Railway Company, and this came to a head last Wednesday, when they struck work, complaining that 40 cents per diem was not enough for wages, considering the long hours and the great heat. They demanded a rise of 20 cents, which was refused, but finally they were given 10 cents rise a man, and matters are quite settled at present.

THE VICEROY'S POSITION.

The Chinese papers have it that the Viceroy is to be transferred to Chihli province, and that he will be succeeded either by Yuan Shikai or Kuai Chun, who was formerly viceroy in Szechuen. It is to be hoped that there is no truth in this rumour, and indeed it seems unlikely that Yuan should be removed when he is obviously doing good work. The latest news of his delinquency is that he has degraded some officials, and it is even reported that he intends to remove all the Kwangsi officials, high and low, civil and military alike, who served under his predecessor.

CORRUPTION.

A good example of the universal corruption which prevails in official circles is the case of Pei King Pak, who as Nanhai magistrate rounded up several hundred among the Cantonese, and who was degraded and heavily fined by Shun on his arrival. This man has now been appointed as Expectant Taotai in Kiangsu, which post of course far exceeds in importance his late post at Nanhai. He is said to have given an enormous bribe to the chief eunuch Li to secure this position, and this would seem to be the truth. It is no wonder that the reformers should despair when they see the work of a patri-*li* China man like Shun undone by the wire-pullers behind the throne.

HONGKONG SANITARY BOARD.

A meeting of the Board will be held at 4.15 p.m. to-day.

ORDERS OF THE DAY—NII.

G. A. WOODCOCK.

Secretary.

- AGENDA.
1. Further correspondence relative to the provision of backyards for certain houses in Balkeley and Market Streets.
 2. Application for permission to temporarily construct the drains of two houses on Reclamation Marine Lot 63 with stoneware pipes in place of cast-iron pipes.
 3. Application for a licence to sell fruit in respect of No. 429, Queen's Road West, and No. 12, Swatow Lane.
 4. Application for licences to sell pork, fish, and vegetables, &c., at Nos. 25 and 38, Quarry Bay respectively.
 5. Minute by the Acting Medical Officer of Health relative to the easement of No. 63, Bridges Street.
 6. Application for exemption from the provision of open spaces in respect of Nos. 2, 4 and 6, Kennedy Street.
 7. Application for exemption from the provision of a backyard at No. 13, Star Street.
 8. Application for exemption from the provision of a backyard at No. 2, Bridges Street.
 9. Plan showing the yard space of a house to be re-built upon Section E of Island Lot No. 581.
 10. Application to erect four water-closets at the Peak Hotel.
 11. Line-washing Return for the fortnight ended Tuesday, the 18th August.
 12. Rat Return for the fortnight ended August 24th, 1903.
 13. Mortality Statistics for the weeks ended 4th and 11th July, 1903.
 14. Application for a licence to sell fresh pork at No. 54, North Street, Yennat.
 15. Application for a licence to sell meat at No. 21, Austin Road, Kowloon.

NOTES FROM THE BOTANIC
GARDENS.

During the past week the flowers of *Zephyranthes candida* have been particularly noticeable in the new garden. This plant forms an edging to the flower-border to the west of the deer-pan, and when out of flower it has a grass-like appearance. The flowers are white, produced in great profusion, and somewhat resemble those of the crocus, which belongs to a slightly different family. We have heard them called locally "rain flowers," and as the species is a native of the marshes of La Plata it is not altogether an inappropriate name. Another species, *Zephyranthes rosea*, has also been in flower this week just inside the central entrance gate to the new garden in Albany Road, where it is likewise used as an edging. The flowers of this species are deep rose in colour and are rather smaller than those of the previous plant, but more freely produced. It is a native of Cuba. A third species, *Zephyranthes carinata*, also flowers at this time of the year and has the largest flowers of the three, light pink in colour. A few plants of this may be seen in the rocky just outside the No. 1 house in the old garden and others near Z. *rosea* in the new garden. The *Zephyranthes* belong to the *Amaryllidaceae* family.

Cannas are excellent things for those who are making new gardens and for those who have old ones. They grow much more quickly than shrubs and can be planted in between them and allowed to remain until the shrubs attain a proper size, thus taking away the look of newness in a very short time. From the wealth of flowers that they give almost throughout the whole year, they are most desirable in all gardens. The flowers have been greatly improved by horticulturalists, and they would now be scarcely recognised as belonging to the same species as the wild plant, *Canna indica*, which is a native of Hongkong, and of India from the Himalayas to Ceylon. *Cannas* belong to the same order as the ginger and banana. There are many varieties on flower in the gardens at the present time.

852 inches of rain have been registered since the 1st of August.

"THE EAST OF ASIA."

In a special notice prefixed to the current number (Vol. II, No. 2) the proprietors of the *East of Asia* magazine notify their subscribers, and the public generally, that after the present issue their connection with *Der Ferner Osten*, the German edition of the *East of Asia*, will cease. The magazine is now well established, and we do not know the reason for the split. Some very interesting articles have appeared in the past from the pen of German contributors, and we hope that these will not necessarily cease. The present number maintains the high average, and most of the illustrations are more clearly reproduced than has been the case with some copies of the earlier numbers which we have seen. Some of the pictures of scenery and architecture are really magnificent; a few in Mrs. Little's article mentioned below are unfortunately a little faint, but the majority of them are excellent. The Vladivostok scenes are good.

"Glimpses of Vladivostok," which these last scenes illustrate, is the title of an article by the Rev. Joseph Whitcombe, who is evidently much struck with the officialism of the place. Miss E. P. Hughes writes sympathetically of the Japanese women's university near Tokyo, and is very hopeful about the work to be done. Mr. L. Odontius compares Plato and Confucius, their life and teaching. He is a controversialist and only looks on other creeds as a preparation for Christianity, on its attitude toward which "the future of the black-haired race depends." Mr. C. Westpaul describes the entry of the "Sea of Heaven" into Peking, illustrated by photographs which are unfortunately of necessity on a small scale. Mr. C. Frodich writes instructively on the kowtow, the name of which is now curiously spread over the world. Mrs. Archibald Little's article deals with Chinese architecture and has many beautiful illustrations to add to its interest; most of the reproductions are admirable, and Mrs. Little deals with her subject well. A short note on Chinese fans, by Mr. E. Rahsart, is a note "Mountain" and Gift at Weihaiwei, by Mr. C. E. Bruce-Mitford; another on ruffe-towers in North Yunnan by the Rev. S. Pollard; a well illustrated article on a curious collection of bronzes made by J. E. Tusan Paog; and finally a description of the "superstitious corruption of Buddhism in Kwang Mei, Hupoh, help to make up a very entertaining and most of the *East of Asia*.

LATEST STEAMER MOVEMENTS.

The P.K.K. steamer *Nippon Maru*, with mails, &c., left Shanghai for this port last night, at 10 o'clock.

The P.M. steamer *Siberia*, with mails, &c., from San Francisco to the 8th inst., via Honolulu, left Yokohama for this port, via Island, &c., to-day at daylight.

The O. & O. steamer *Coptic*, with mails, &c., left San Francisco for this port, via Honolulu, &c., on the 18th inst.

The T.K.K. steamer *America Maru*, with mails, &c., left San Francisco for this port, via Honolulu, &c., on the 28th inst.

The P.M. steamer *Koror*, with mails, &c., which left home on the 24th July, for San Francisco, via Shanghai, &c., arrived at her destination on the 24th inst.

The N.Y.K. steamer *Kurewa Maru* (Bombay Line) left Singapore for this port on the 25th inst., and is expected here on the 31st inst., a.m.

SUPREME COURT.

Wednesday, 26th August.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE).

ACTION AGAINST A COMPRADE.

An action was called in which Tin Wing Shing, trader, 10A, Kennedy Street, sued Lau Kam Ching, compadore, 8, Queen's Road Central, for \$3,779.02, money due and interest. Mr. M. W. Slade, barrister-at-law (instructed by Mr. F. X. d'Almeida e Castro, solicitor), appeared for the plaintiff; and Mr. T. Morgan Phillips, barrister-at-law (instructed by Mr. J. Hays, of Messrs. Johnson, Stokes & Master, solicitors), appeared for the defendant.

Plaintiff in his statement of claim stated in the third paragraph that in July, 1897, defendant became compadore to the firm of Holtz, s'Jacob & Co. and the plaintiff at the request of the defendant gave charges dated 8th July, 1897, and 31st July, 1899, on certain properties of the plaintiff to the said firm as security for the performance by the defendant of his duties as compadore to the firm. (4.) Defendant ceased to be compadore of the firm in October, 1900, and being indebted to the firm as compadore requested the plaintiff to pay a sum of \$7,000 to the firm and agreed to pay interest on that sum at the rate of 9% per \$1,000 per Chinese month from the date of the payment of the said sum to the said firm until repayment by the defendant to the plaintiff. (5.) On or about 8th October, 1900, the plaintiff paid the said sum of \$7,000 to the said firm. (6.) Plaintiff has received and given credit to the defendant for \$450 paid by one Lo Lu on account of the defendant and \$632 paid by the defendant; and the defendant had paid at the request of the plaintiff to or on behalf of the plaintiff's son, Tin Lap King, \$1,015 and to or on behalf of the plaintiff's son, Tin Tai Sam, \$1,441.41, making in all \$3,571.41, and leaving a balance due and owing by the defendant to the plaintiff of \$3,428.59. Interest on the said sum of \$3,428.59 to the date of the writ amounted to \$350.43, making with the principal sum a total of \$3,779.02, due and owing by the defendant. Plaintiff claimed this sum and interest from the date of the writ to payment or judgment at the rate of 9% per \$1,000 per Chinese month.

Defendant in his defence stated that by an agreement in writing dated July, 1897, the plaintiff, the defendant, and other persons became partners in the business or position of compadore to Messrs. Holtz, s'Jacob & Co. and that such partnership existed at the times referred to in the times of the transactions referred to in paragraphs 3, 4, 5 and 6 of the statement of claim. The transactions referred to in the said last-mentioned paragraph of the statement of claim formed part of the said partnership affairs or dealings. No account had been taken of no balance struck of the partnership affairs or dealings. Defendant would object that the plaintiff's claim was not maintainable at law on the ground that it was a matter involving the said partnership accounts. Plaintiff, in his reply to the statement of defence, stated that defendant alone was compadore to the firm.

Evidence was given. His Lordship, in delivering judgment, said that as regards the agreement itself it seemed fairly clear to him that it was an agreement by which the plaintiff at the request of the defendant became surety for him as compadore to Holtz, s'Jacob & Co. Then came the question of what consideration was to be shown to the plaintiff for having undertaken so arduous a position as surety. It might have been that, during the time he allowed these mortgage deeds to be charged, he was to have say \$500 a year in respect of the unknown liability attached to them; instead of which the agreement provided that the residue of the profit, after deducting the compadore's office expenses, was to be divided into three shares. One share was to go to the man who had been the previous compadore. The other two shares were sub-divided into ten shares. The compadore Lau Kam Ching—showing that the defendant was compadore himself and nobody else—was entitled to four shares, the surety Tin Wing Shing was to have three, and the remaining three were to go to the man who had been originally appointed compadore but was unable to get sufficiency in his case; however if there was not sufficient money for compadore's office expenses he was to provide it. Defendant in his defence said that the transactions were partnership transactions and that the partnership extended from July, 1897, and he said that what constituted the partnership was that each party contributed to the partnership in the same way as an ordinary partner in the matter. It was contemplated that he was to be surety for the carrying out by the compadore of all his duties, which, his Lordship took it, included the adjustment of all his accounts with Holtz & s'Jacob at the termination of his employment as compadore. He did not think it would be right and fair to read the agreement as saying that this was anything more than a mode by which he was to be rewarded for his becoming surety, and the reward was that he was to have this "proportion of the profits." It was said that later on there was some modification of this mode by which the man who was to find office expenses appeared to have got rather tired of doing that possibly coming to the conclusion that there were not going to be any profits, or remarkably

small ones, and he seemed to have gone away; and it was stated that his shares then went to the son of the surety. Nothing of that had been pleaded in the statement of defence and looking at the facts that had been proved in evidence he could not say that they meant much more than this, that the old man, having become surety and having got an interest in the profits naturally took a keen interest in the business and wanted to see it thrive. In the case of nearly all Chinese firms everybody who had any finger in the pie always wanted to put in a relative of some description, and get something out of the business, if only \$5 a month. So the old man got the compadore to employ his son in the business and the son was to get \$10. That was to be paid by the compadore. The son having been got into the business and having been promoted from the first post he held to another post, having been sent up to Canton for four or five months, and having apparently made himself rather active in the business, it was a natural thing that he being the son of this surety should be employed by the man who went away to act in his place. But that was not because he was a partner in the business but because he was an employee who was a suitable person to act in his place, and probably because he thought it would please the surety to have his son employed in that way. The only real question was with regard to the adjustment of accounts between the surety and the compadore. The surety, he understood, never got anything at all out of these. There were certain advances, all of which came out of the \$7,000 which he had to pay. He had never got any profits. The consideration for becoming surety had been utterly worthless so far as he was concerned. He had paid \$7,000 to make good the deficiency in the compadore's business and when he asked to have the residue paid back to him by the compadore he was told, "No, I cannot; you are the compadore as much as I am; we have got to adjust the accounts and be liable for the deficiencies." The conclusion his Lordship arrived at was that there was not a proper partnership constituted by that deed and in his opinion judgment must be entered for the plaintiff with costs.

Judgment was entered accordingly.

The Court adjourned.

POLICE COURT.

Wednesday, 26th August.

BEFORE MR. T. SERCOMBE SMITH (POLICE MAGISTRATE).

MASTER OF STEAMER FINED.

J. Campbell, master of the Japanese steamer *Hilachi Maru*, was charged with neglecting to fly the red flag while having 24 cases of cartridges on board the vessel, lying alongside the wharf at Kowloon.

Defendant—I had permission from the Harbour Master to go alongside the wharf immediately on my arrival in port.

His Worship—Did he know you had these things on board?

The defendant replied in the affirmative, and his statement was confirmed by Inspector Langley. He further stated that the cartridges were safety cartridges.

The magistrate said no distinction was down between cartridges and safety cartridges. Besides that, in the paper he supplied to the Harbour Master, he himself had described safety cartridges as dangerous goods. Now he came to the Court and suggested that safety cartridges were not dangerous goods.

A fine of \$50 or 14 days' imprisonment was imposed.

STREET FIGHT.

Some coal-coolies and boatmen had a free fight opposite the Praya East Hotel on Tuesday night. The disturbance arose out of a set-to between a sampan-boy and another boy living ashore. The latter was beaten, and the coal-coolies took up his quarrel; the boatmen ranged up on the other side, and both parties were just getting settled down to business when the police came along. One of the coal-coolies raised a bamboo pole to Inspector Collett, but dropped it like a hot potato on receiving a rap over the knuckles from a truncheon. Four arrests were made.

Each of the defendants was fined \$5, and the coolie who menaced Inspector Collett was mulcted in an additional penalty of the same amount.

UNLAWFUL POSSESSION.

Ng Yung, who was arrested by Sergeant Kerr on a warrant at Samsoip on Tuesday, was remanded on a charge of being in unlawful possession of seven tons of coal reasonably suspected of having been stolen or unlawfully obtained. Mr. H. S. Holmes, solicitor, appeared on his behalf, and intimated his client's desire to call a witness for the defence, to enable him to do which the case was remanded for a day.

DISORDERLY JAPANESE.

At the Star Ferry Wharf, Kowloon, on Tuesday, a Japanese under the influence of liquor abused a Chinaman who was sitting innocently, saying nothing to anyone. The trade continued for some little time, but ceased when Sergeant Kerr, in plain clothes, stepped on to the wharf and arrested the valiant Japanese.

His Worship imposed a fine of \$5.

A well-known doctor tells this as an actual experience. "One night I was aroused by a loud rapping at my door. Leaning out of the window I saw a person standing on the step banging away. 'What's the matter down there?' I cried. 'This me old mither that's talkin' bad, doctor,' replied the man. 'Your mother is ill?' 'Faith and she is tak' terrible, doctor.' 'How long have you been there?' 'If faith, doctor, so long that I would be ashamed to mention it.' 'Then why didn't you ring the night bell?' 'I was afraid of disturbin' your honour,' was the Irishman's perfectly sincere reply."

CHANG CHIH-TUNG'S VIEWS.

Ex-Viceroy Chang has been interviewed by the *Asahi* correspondent. His Excellency takes the view that China is not strong enough to give effect to her protests against Russia's continued occupation of Manchuria, and that if some third Power intervenes to bring about evacuation, Russia will turn her hand towards him. It will be only a transfer of sinister activity from one place to another. The old Viceroy is not represented as having followed out that train of reasoning. He does not say what he must have said had he pursued the matter to its logical sequel, namely, that since all China's outlying territories are doomed to be eaten up, it really doesn't matter much where the process of consumption takes place. History has been inexorably consistent in this matter. It began to be written in 1873 when Marquis Saigo led a Japanese force to Formosa to exact reparation for outrages against the Linkin islanders. From that day Linkin, the first of the buffer states, practically ceased to be a Chinese dependency. Then followed the Kuldja affair in 1878. Russia, on that occasion, set out along pretty much the same route that she has followed with regard to Manchuria. She showed at first the utmost readiness to consider Chinese rights, and declared herself willing to surrender all the territory she had occupied so soon as China took steps to garrison the Livadia Treaty, St. Petersburg held the Tpkas Valley while giving up Kuldja, thus retaining the passes through the mountains of Heaven to Kashgar. It is true that Russia subsequently conceded to Marquis Tseng's diplomacy nearly everything that she had refused to Chang How's, but this incident nevertheless belongs to the historical series of the shocks that have loosened China's hold on her dependencies. The loss of Annam, Tonkin, and the war of reprisals in 1885 stripped her of everything beyond the southern borders of Kwangtung, Kwangsi, and Yunnan. Burma was torn off with similar ruthlessness, though not without the application of a slight anæsthetic in the shape of the O'Connor tribute. Corea, Formosa, and the Pescadores all fell away simultaneously. Manchuria is now virtually gone and Viceroy Chang seems to think that the best way to prevent Russia's hunger for entering at once upon another such phase is to let her digest Manchuria at her leisure. But it is only deferring the evil. Ill, Kashgar, Mongolia—all will go as Burma, Annam, Tonkin, Formosa, Liakia, Corea, and Manchuria have gone and China will inevitably stand naked before the storm of foreign aggression, raging from the four quarters simultaneously. There is something plaintive and pitiful in Chang Chih-tung's caution; better that the stomach of the great territory-swallower should remain sated for a moment than that hunger should at once drive him to seek a new mouthful. China is like the traveller pursued by wolves. She throws her children one by one to the pursuing pack.—*Japan Mail*.

£1,000 FOR A FLEA.

The Hon. Charles Rothschild has taken heroic measures to add specimens of the Arctic flea to his collection of these insects in the famous zoological museum at Tring Park, says a London paper. He has already many thousands of fleas, obtained from birds and beasts in all parts of the world; but the Arctic section of the flea department is sadly deficient. The flea *Ceratomyia* most is that of the Arctic fox, for no two kinds of animal have similar fleas, and the flea of the Arctic fox is to flea-fanciers what the egg of the great auk is to collectors of birds' eggs. In fact, only two perfect specimens are known to exist in collections.

Considerably over a year ago Mr. Rothschild commissioned the captain of the *Forget-me-not*, an Arctic sailing whaler, to hunt for specimens. The gallant captain returned, apparently fearless for Mr. Rothschild has now offered a reward of £1,000 for the Arctic fox-flea. In addition to the reward, Mr. Rothschild has fitted out a full-sized expedition, the whaler *Forget-me-not* has again been pressed into service, and a gallant flea-hunting party is now well on the way to the Polar regions. The *Forget-me-not* was last reported off Newfoundland, where one of the scientists on board was interviewed by the aid of wireless telegraphy. He said that in addition to the Arctic fox specimen they expected to collect fleas of the Polar bear, the reindeer, the Eskimo dog, and the Arctic hare. Lest anyone should scent grim terrors in flea-hunting on the back of a Polar bear, it should be stated that the expedition will first kill the animals, and then loot their fleas.

The expedition has supplies of phials, chloroform, and labels, and any fleas which may eventually reach Tring Park will arrive labelled with the name of the animal on which they are found. Already there are many fleas in the museum, of which Mr. Rothschild is proud. There are the mole-flea, the largest specimen known; the sand-flea, the most injurious of all hia tribes; and other specimens which Dr. Jordan says are too dainty to live on the human body. But when the flea of the Arctic fox arrives, it will rank as the gem of the whole collection.

Twenty thousand guineas is a great sum for a racehorse to fetch, but this price, which was given for *And Patrick*, the winner of the Eclipse Stakes, has been topped at least twice within twenty years. *Flying Fox*, the Derby winner in 1869, was sold for £29,375, the largest sum ever given for a racehorse. *Ormonde*, winner of the 1886 Derby, went abroad for £20,000, and *S. Blaise*, winner of the Derby in 1883, was sold for £20,000. The three highest priced horses in racing history have been secured by foreigners. Such enormous investments turn out very profitable, as the stud fees yield a very handsome return after paying the insurance premium and stable expenses. A stud fee of 250 guineas is common.

THE ANGLO-AUSTRALIAN TEAM.

A. C. MacLaren's refusal to go out to Australia under the captainship of P. F. Warner is the chief topic in cricket circles, current matches in the county championship exciting only languid interest by comparison. Although MacLaren's defection under the circumstances was almost inevitable, it has focused renewed attention on the singular methods pursued by the M. C. C. in selecting the team for Australia. With MacLaren a certain absentee and Fry a doubtful starter—to say nothing of the abstention of several other cricketers who could not be left out of a test match at home—it does not look as if the authorities at Lord's are to get a team together either fairly representative of England's strength or possessing a reasonable chance of "bringing back the ashes" from the Antipodes. The financial difficulty has also cropped up in an acute form. Several of the invited players are still in negotiation with the M. C. C. on the question of terms, those offered at present being regarded as quite inadequate for an undertaking which, under successful conditions, ought to prove highly remunerative.

The financial difficulty is not the least of the worries which the M. C. C. are experiencing in making up the team. The invited professionals have been offered £200 and expenses, together with a bonus should the tour prove successful. Several players received more than the sum stated on a previous trip, and at least two who have been invited on the present occasion are understood to be withholding their acceptances until something more definite is vouchsafed them respecting the possible bonus. C. B. Fry supplies an interesting contribution on this head in the *Daily Express*—I here, I know, a distinct feeling of discontent among some professionals about the financial side of the question. The Australians, who play both at home and overseas as amateurs, make much more money out of this international cricket than our professionals do. If the facts which are given are correctly given, an Australian player gets a substantial sum for each of the test matches in Australia and makes a minimum of £400 and a maximum of £900 out of a tour in England, whereas an English professional appears to get a maximum of £500, and probably only £100 out of the test matches here and the Australian tour. It is quite beside the point to rail at the Australian players over this question; they make no bones about the matter. The point is that the English professional considers that, under the circumstances, he ought to get a more independent turn of mind. The possibility of unattractive developments is obvious.

Fry also makes some pertinent observations respecting the "shriek about shunt amateurism."—The M. C. C. are paying their amateurs out-of-pocket expenses only. Well and good and quite proper. But that means that every amateur who goes will be about £100 out of pocket by reason of unavoidable expenses which are not reckoned as out-of-pocket. Any amateur who depends on his work for his living is not likely to gain much. He loses six months' income, let us say, and if he has a house and other institutions in England he has to pay rent and taxes and up-keep even while he is himself away across the sea.

THE BRITISH CONSULAR SERVICE.

The report of the Committee appointed by Lord Lansdowne to enquire into the constitution of Consular Service has been issued as a Parliamentary paper. The committee consisted of Sir W. H. Walpole, Lord Cranborne, Sir James L. Mackay, and Mr. A. Bonar Law. The Committee find that the British Consular Service in the Levant, Persia, Siam, China, and Japan are recruited by means of open competition under the Civil Service Commission, the limit of age being from 18 to 24. The general Consular Service, that is, for all countries other than those named, is recruited solely by nomination of the Secretary of State for Foreign Affairs, the ages of those appointed being anything from 25 to 50, both years inclusive; officers appointed in this way are obliged to show that they have a certain degree of fitness for their appointments. As regards the China, Japan, and Siam Consular Services, the Committee recommend that they should be recruited, like the general service, under a system of limited competition, and they further recommend that the service in Siam should be linked on to the general, and not treated as a separate service, because the limited number of appointments in Siam makes promotion extremely slow. Thus, after serving a few years in Siam, a man might be moved to another country, either on promotion or otherwise.

The General Consular Service, as it, at present exists, offers no attractions to capable young men. The Committee strongly recommend that the present system of nomination and age limits for general Consular Service should be abolished, that admission into that service should be by limited competition, and that the age for admission should be from 22 to 27, thus enabling candidates to compete who have had both a University and a commercial training. At the same time, power should be reserved to the Secretary of State to appoint any person, regardless of age limit, one of the higher posts for which special qualifications may be required, but such appointments should only be made in exceptional circumstances. Evidence has been submitted tending to show that the most successful British traders have no desire to invoke the assistance of our Consuls, and that they consider themselves able to obtain much more useful information for their business than the best Consuls can supply. There remains, nevertheless, the report adds, a certain demand for the commercial intelligence which Consuls are in a position to afford, and their trade reports

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are undoubtedly of interest and value to the commercial community. The committee have reason to believe that, if opportunity is afforded to young men of from 22 to 27, who at the age of from 18 to 22 have chosen a business career, to enter the Consular Service, there will be no dearth of suitable applicants for permission to compete. Without proposing that, at first, candidature for the Consular Service should be confined to such men, the committee are of opinion that a proportion of the nominations for the suggested limited competition should be given to young men who have received a good commercial training. The applicants should be required to satisfy the Secretary of State, before they receive nominations, that they have had a liberal education, that they have had a commercial training of four or five years, and that they are in other respects from their previous history likely to be qualified and suitable for the Consular Service. Recommendations follow as to examination and as to salaries, the committee suggesting that the service should be divided into grades, as follows:—Consular General, first grade, salary £1,200 a year; second grade, £1,000 a year. Consuls—first grade, £800 a year; second grade, £600 a year. Vice-Consuls—salary, £300, rising by annual increments of £25 to £500. The committee make recommendations also as to a system of local allowances in expensive places. Salaries and allowances under the system proposed by the committee would amount to £95,650 per annum, as against £91,600 under the existing system, a gross increase of £4,050, but the committee think that the net increase would be only £3,250. Should Lord Lansdowne decide to adopt the recommendations, the committee suggest that it might be convenient to bring them into operation with new appointments, leaving existing arrangements to run out in respect of men at present in the service.

SAKHALIN.

The latest description of Sakhalin, the terrible Russian penal settlement for convicts sentenced to hard labour, is from the pen of W. M. Doroshvitch, a well-known journalist who used to be on the staff of *Rossia*, which was suppressed two years ago for its overbold attacks on the Government. Doroshvitch visited Sakhalin some years ago, studied with the greatest care the life of the prisoners, the conditions of their wretched existence, made also very interesting psychological studies during his frequent and long talks with the criminals, and notes down his impressions in a highly suggestive and clever book entitled *Sakhalin Katorga*. It throws a strong light on that forsaken place. Three points are chiefly taken in consideration. The climate and the conditions of life on Sakhalin, the treatment of the prisoners by the authorities, and the life of the prisoners, the different types of criminals, the peculiar morals of the convicts, the dark as well as the attractive side of their characters. The first impression of Doroshvitch on his landing on the island of Sakhalin—and he preserved it during all the time he stayed there—is that it is a place not made to be inhabited by men: no towns can be built on the marshland covered by thick woods, no agriculture is possible where the strongest winter reigns nearly the whole year, and no increase of population is to be hoped for in such a killing climate. At the present time the island is inhabited by half-savage aborigines—and the convicts ruled by a strong body of officials. The fact of sending them to such an uninhabitable place seems monstrous to Doroshvitch, who eloquently proves it by descriptions of the island. The most impressive chapters in the book are those relating to the cruelty of the officials. Judging by the awe they inspire in the convicts, one may imagine oneself thrown back to the age of serfdom—and in fact the convicts are no better than serfs who entirely depend on the mercy of the authorities; no laws protect them, and any official who is at the head of a prison has the right to inflict whatever punishment he likes on the convicts—very often without their having deserved it. How atrocious these punishments are may be judged by the reports of beatings and whippings in the book of Doroshvitch, as well as by his descriptions of the cells where the punished prisoners are kept in manacles and some of them chained to a heavy cart. If they run away and are taken, new beatings await them and more years of imprisonment are added to their previous penalty—criminals sentenced to a few years of transportation become often convicts for life in consequence of their repeated attempts to escape. The wardens—convicts themselves—are brutes, capable of

killing with their whip the men delivered into their hands; the prisoners have to pay them a certain sum to mitigate the strength of the lashes—their skill being such that with the same number of lashes they can kill a man or else inflict on him the least pain possible. The system of utter cruelty applied to the convicts, far from improving their morals, totally degrades them; Doroshvitch shows clearly what a demoralisation is brought into their life by the constant fear of torpor punishment. Some get used to it and lose all self-respect, become hopeless brutes—others, the better ones, are driven into madness by the impossibility of escaping the most ignominious punishments. The authorities of the Isle of Sakhalin are mostly cruel, rancorous men who shamelessly misuse their limitless power. Doroshvitch describes them in all their abjection and insists upon the need of having more considerate and clever men in their place. As to the convicts themselves, Doroshvitch is far from representing them as innocent victims who do not deserve their hard lot. Quite the contrary, he calls them "the refuse of mankind," and there are in his book most thrilling stories about convicts boasting of their crimes, relating to him with all sorts of details how they murdered so and so many men. But the great merit of Doroshvitch is to have looked with kindness and comprehension into the souls of these outcasts, and to have discovered there strange psychological problems, a curious mixture of good and evil.



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NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 12 cent per Share
for the six months ending 30th June,
1903, declared at Monday's Ordinary
Meeting, will be payable at the premises
of the HONGKONG AND SHANGHAI
BANKING CORPORATION, on and after
TUESDAY, the 25th AUGUST, and Share-
holders are requested to apply for Dividend
Warrants at the Company's Office, Queen's
Buildings, New Praya.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 24th August, 1903. [2393]

HUMPHREY'S ESTATE AND FINANCE
COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN THAT AN
EXTRAORDINARY GENERAL
MEETING OF HUMPHREY'S ESTATE
AND FINANCE COMPANY, LIMITED,
will be held at the COMPANY'S OFFICES,
Nos. 38 and 40, Queen's Road Central, Victoria,
HONGKONG, on SATURDAY, the 31st day of
OCTOBER, 1903, at Noon, when the
Subjunct Resolutions will be proposed, viz.:

1. That the Capital of the Company be
increased from \$1,000,000 (divided into
100,000 shares of \$10 each) to \$1,500,000
(divided into 150,000 shares of \$10
each) by the creation of 50,000 new
shares of \$10 each to be offered and if
accepted to be allotted to the present
shareholders of the Company at par in
the ratio and proportion of one new
share for every two old shares in the
Company held by the respective
shareholders; that the amount
payable on each of such new shares
respectively to be paid at such time or
times and in such manner as the
Company by its General Managers may
hereafter determine.

2. That Article No. 82 of the Articles of
Association of the Company be
cancelled and the following Article
substituted therefor:

"The remuneration of the General
Managers shall be \$4,000 per annum
(which shall cover office rent but not
salaries) of Secretary and other
employees) and a commission of 5
per cent. of the net profits of the
Company for each year that such
profits amount to 7 per cent. of the
Capital of the Company."

Should the above Resolutions be duly passed
they will be submitted for confirmation as
Special Resolutions to a Second Extraordinary
General Meeting which will be subsequently
convened.

Dated this 24th day of July, 1903.

JOHN D. HUMPHREY & SON,
General Managers. [2305]

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Hongkong, 18th November 1901. [65]

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From the University of Pennsylvania, U.S.A.
Hongkong, 10th March, 1903.

GOVERNMENT NOTIFICATION.

INFORMATION has been received from
the MILITARY AUTHORITIES that
GUN EXERCISES at a target will be carried
out from Stonecutter's Island on SEPTEMBER
2nd, 1903, commencing at about 7 A.M.
and ending at about 3 P.M. if the range is clear.
By Command,
F. H. MAY,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 22nd August, 1903. [2378]

NOTICE.

A MEETING OF HIS MAJESTY'S
JUSTICES OF THE PEACE will be
held in the JUSTICES' ROOM, at the
Magistrate's, at 2.15 P.M. on TUESDAY, the
1st day of SEPTEMBER, 1903, for the
purpose of considering the following applica-
tion:

From one LOUIS COMAR for a
Publican's Licence to sell and retail
intoxicating Liquors on the premises
situated at No. 61, Des Vaux Road
Central, under the sign of "The
Main Hotel."

T. SERCOMBE SMITH,
Police Magistrate.

Magistrate's
Hongkong, 18th August, 1903. [2377]

WANTED.

A SMALL FURNISHED HOUSE for
Six or Eight Months. Lower levels
preferred.

Address—
Care of Daily Press Office.
Hongkong, 25th August, 1903. [2387]

WANTED.

A BRITISH TEACHER for a Private
School in the Colony.

Apply to—
M. M.,
Care of Daily Press Office.
Hongkong, 13th August, 1903. [2385]

SITUATION WANTED

BY an energetic young European, as
JUNIOR CLERK. Several years'
experience.

Reply to—
S. M.,
Care of Daily Press Office.
Hongkong, 15th August, 1903. [2393]

DOCTOR.

SITUATION WANTED by a duly Quali-
fied DOCTOR with English Diplomas.
Apply by letter to—
J.,
Care of Daily Press Office.
Hongkong, 25th August, 1903. [2386]

HIRANO WATER.

THE QUEEN OF TABLE WATERS.
PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST.
Bottled in Japan by H. E. REYNELL & CO.

Beware of JAPANESE IMITATIONS.
F. BLACKHEAD & CO., AGENTS.
Hongkong, 31st July, 1903. [2166]

PURE FRESH WATER

THE HONGKONG STEAM WATER-
BOAT CO., LTD., is prepared to supply
ANY QUANTITY OF PURE FRESH
WATER to the Shipping, both for Deck and
Bollers.

Call Flag W.
J. W. KEW,
Manager,
1st Floor, 37, Connaught Road.
Hongkong, 13th June, 1903. [1703]

DAVID COBSAR & SON
MERCHANT NAVY
BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBURG & CO.,
Sole Agents.

CHEONG SHING.
GENERAL EXPORTERS.

DEALERS IN
JEWELLERY, DIAMONDS, PEARLS,
PRECIOUS STONES, SILKS, IVORY
WARES, EMBROIDERIES AND
PONGEE SILK.

Wholesale and Retail. Prices very moderate.
No. 39, QUEEN'S ROAD CENTRAL
(Opposite Messrs. C. J. G. & Co.).
Hongkong, 16th May, 1903. [2398]

CARTRIDGES.

IMPORTED EVERY MONTH, THERE-
FORE ALWAYS FRESH.

ELBY'S SCHULTZ'S AMBERITE
AND KYNOC'S SPORTING
CARTRIDGES 8, 10, 12, 16, 20 BORE.
and NEWCASTLE CHILLED SHOT in
all Sizes, Nos. 10 to 55SG. AIR GUNS and
AMMUNITION in Variety.

WM. SCHMIDT & CO.,
Hongkong, 28th November, 1903. [11]

SIENTING.

SURGEON DENTIST.
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1903.

M. CHADWICK KEW
DENTAL SURGEON.
No. 39, QUEEN'S ROAD CENTRAL.

Office Hours—9 A.M. to 5 P.M.
Hongkong, 16th June, 1903. [1721]

HIGH-CLASS CHRISTMAS
CAKES, decorated ... from \$1.00
Plain Christmas Cakes ... 0.50
German Sand Cakes ... from \$1 to \$5.00
Assorted Pastry Cakes ... per dozen 0.80
Sootch Buns ... from 1.50
Presden Stollen ... 2.00
Mince Pies ... per dozen 2.40
Chicken and Ham Pies ... from 3.00
Game Pies ... from 2.40
Christmas Puddings, &c. to Order.

Please apply to WEISMAN & CO., 142,
Praya East; ANGLO-AMERICAN STORES,
64, Elgin Road; or ROYAL BRATARD
WATER DEPOT, Ice House Street.

Hongkong, 18th December, 1902. [117—]

OUR PARIS LETTER.

Paris, 24th July.
The political world is highly gratified at the
friendly reception accorded to French deputies
and senators in London, and did not imagine
that the members of the English House of
Commons would have been so courteous and
hospitable. Considerable importance is attached
to the mission, and nothing but satisfactory
results are expected. The object of the 80
members of the French Parliament is clearly
defined; they have gone over to London in
response to the invitation of the Commercial
Committee of the House of Commons, to
exchange views on the much desired rapproche-
ment between the two countries, which have
such vast mutual commercial interests, and on
the desirability of concluding a treaty of arbi-
tration between England and France, similar
to the one existing between Great Britain and
the United States. The visit is purely a
matter of business, more so than one of courtesy.
The deputation that left Paris last Tuesday
is a very representative body, consisting
mostly of Ministerialists as well as of members
of the Left Democratic group, Radicals, and
Socialists, the Radicals being the most strongly
represented. In addition to Baron d'Estour-
nelles, the chief of the deputation, who
speaks excellent English, are Messieurs Dubief
and de la Batut of the Ministerial Party; the
Prince d'Alsace d'Orléans of the Conservative
Right; M. Chatelet, Progressive Liberal; the
Abbe Lemire, and the Marquis de Chambray
of the Right; MM. Bauden, Caillaux, and de
Lancassen, former members of the Waldeck-
Rousseau Cabinet; Siegfried, former Minister;
and a Moderate Ministerialist; Francis de
Pressensé, Reporter to the Budget of Foreign
Affairs; Gaston Monnery, the well-known mil-
lionsaire manufacturer, and personal friend of M.
Waldeck-Rousseau, and Surcouf, descendant
of the famous navigator of St. Malo. Baron
d'Estournelles de Constant is no
stranger to Londoners, having been connected
with the French Embassy for nearly ten years;
he is a great and sincere friend of England,
and the prime mover in the present arbitration
question; alluding to the movement, he
declared that it had succeeded beyond all
expectations, and that the visit would be a
great triumph politically for both countries;
thus realising the cherished wishes of the two
nations. There is no doubt that the movement
in favour of international arbitration had
grown without distinction of party in France,
and the new and practical point of view taken
has been appreciated by thinking people in
most parts of Europe. England, according to
the Baron, was the first to recognise the full
possibilities of such a treaty; the exchange of
friendly ideas on the matter would still more
improve definite. Though nothing definite
and immediate is to be expected as a result
of the visit to London, time will prove that
the frank exchange of views on the import
subject has been a signal success.

Just when her numerous admirers were
beginning to wonder where Mademoiselle Cleo
Morode had disappeared, news came from
Switzerland, announcing the successful and
venturesome ascension of Mont Blanc by the
popular young lady. The ballerine did not
limit her Alpin-climbing to Mt. Blanc, but also
attempted another feat of skill, Les Grands
Mulets, though the latter are proverbially
difficult to climb. Mlle. Cleo de Morode did not
hesitate to ascend, and reached the summit after
a couple of hours. Being professionally agile
and light-footed was in her favour; for all that
few have been able to do as much as the ballerine,
who in consequence of her triumph has become
still more popular with the Parisian music-hall-
going public.

Suicide in France is not regarded as a
punishable offence. Until 1892, the number of
suicides had not decreased in the country; but a
recoil set in after that date. From 880 to 1885,
there were 7,330 deaths out of every 100,000
people; from 1891 to 1895 the number of
suicides increased to 9,237, or 24 per cent. In
1899, it rose to 10,000; but decreased the follow-
ing year, being only 8,926 in 1900. It is
somewhat curious that while the number of
suicides was only 23 per 100,000 inhabitants in
Paris that number was exceeded in thirty
departments. From 1896 to 19-0, there were
7,069 men and 2,017 women who committed
suicide. In this ratio, there were 33 widowers,
25 widows, and 62 unmarried persons per
100,000 inhabitants. Those that commit suicide
belong chiefly to the liberal professions, and
the public services; the two latter contributing
as much as 140 per every 100,000 inhabitants.
One fact worth noting is, that while mental
alienation some twenty years ago was responsible
for 31 per cent. of the deaths, it is not more
than one-sixth to-day.

Great attention is now being devoted by
gardeners in France to the preservation of
grapes for late sales. While the price of the
choicest grapes in September varies from 1 to
3 francs per 2 lbs. these if carefully preserved
until April will easily realise as much as 10
to 20 francs per same quantity. It is at
Thomey, near Fontainebleau, that grapes to the
value of two millions of francs are preserved
during the winter. It is no mean advantage
to be able to provide or supply fresh and
velvety grapes after their normal season has
passed. Two processes exist in France for
conserving the delicacy and flavour of grapes
when out of season; they are preserved fresh
or dry on their stalks. Much attention and

AT NO TIME IS MAN SECURE
FROM ATTACKS
of such disorders of the stomach as cholera
morbus, cramps and diarrhoea; but these com-
plaints are common during the heated term
when it is dangerous to neglect them. Pain-
killer is a remedy that has never failed and the
severest attacks have been cured by it. Avoid
antibiotics, there is but one Painkiller, Perry
David.

care are required to secure such conditions.
When preserved in the dry state, they have
more flavour, though not looking so fresh as
in the other. The Romans used to preserve their
grapes on stems, in glass globes, being over-
careful to close the globes with pitch. Arrived
at maturity, and in order to prevent fermenta-
tion, the grapes should be kept at a temperature
from 2 to 4 degrees above freezing point. In
severe winters the growers of Fontainebleau
make it a rule to heat their preserving-rooms
with lamps filled either with alcohol or paraffin.
A dry atmosphere is absolutely necessary; the
slightest humidity begets decay. Use lime in
preference to chloride of calcium. By so doing
carbonic acid is retained, which is essential
in the preserving of fruit. Darkness is also
necessary, as the interior of the fruit changes;
as hermetic sealing is essential, measures
should be taken to prevent the air from pene-
trating. Strict attention to these points will
lessen risks. Only one person, and never any
visitors, should be allowed inside the preserv-
ing-room. Grapes intended for preservation are
gathered from the end of September to the
middle of November—until frost appears. Never
gather unripe grapes for preserving nor grapes
wet or covered with dew. The bunches should be
cut with a sharp pair of scissors; avoid above all
injuring the fruit during gathering-time. When
gathered the grapes are laid on a bed of
dry, vine-leaves, or ferns, even on dry turf,
after which they are carefully placed in *tiroirs*
or drawers 1 metre long, 60 centimetres wide,
and 15 deep, sufficient to hold as many as 6
kilos, or 12 lbs. of grapes. The latter must be
frequently examined; some owners prefer to
hang the bunches on temporary racks, or along
stands in the preserving-room. The principal
thing is to examine the fruit frequently.

Two English plays are to be given during
the next theatrical season in Paris—an event
which has not occurred since many years.
M. Antoine, now in South America, in-
tends producing *King Lear* on a colossal
scale; while at the Odéon *The Second*
Mrs. Tanqueray will be given. There
has always been an unaccountable hesitation
up to the present on the part of French
theatrical managers to produce English plays;
the contrary is the case in London. True,
the few English plays performed in Paris
have been greatly disconcerting; their failure
is solely to be attributed to unsatisfactory
translations. When *Macbeth* was repre-
sented at the Porte St. Martin for the
first time a few years ago, when Sarah
Bernhardt was the leading lady in the play,
the audience could not help laughing heartily
at the adaptor's translation, in the scene where
the three witches greet *Macbeth* with the words
of "Hail! *Macbeth*," and which was ridiculously
rendered in French by "Ho! ho! ho! Must
Macbeth!" *Secret Service*, a play which was so
successful in London and elsewhere, turned
out a miserable failure in Paris, owing to
Parisians finding no treating the performance
as a farce from beginning to end. The manager
finally stepped before the curtain, and informed
the audience that it was a mis-*comedy*. Even
at the Comé in France, the *Macbeth* as Shaks-
pearean plays produced from time to time
have been victims of bad translations. *Hamlet*
specially prepared for Sarah Bernhardt was
about the best adaptation seen in Paris. It is
to be hoped that the *King Lear* now to
be produced there in English, and so avail-
able to the public, will not be so faulty.
Time is drawing nearer for the launching of
M. Santos-Dumont's omnibus-balloon "No. 10,"
constructed to carry fourteen persons, besides
the aeronaut. Fourteen sacs of air are to be
carried by way of experiment instead of persons
on the first journey. M. Santos keeps asserting
the time that all passengers will be per-
fectly safe, on board, provided they remain
absolutely quiet. The vessel will have a
gas-cylinder capacity of 2,000 cubic metres,
and be propelled by two screws, worked by a
motor of 60 h.p. M. Santos expects to
attain a speed of thirty miles an hour in calm
weather; his proposed trip to Trévise at this
rate—one of his earliest excursions—with a full
complement of passengers, will certainly prove
a delightful and original aerial voyage. By the
bye, while on the subject of ballooning a cup
valued at 1,000 francs has been offered to the
winner of a contest, strictly confined to women aeronauts.
The cup will become a challenge one, and is to
be retained by the woman for a period of
eighteen months, when some one else will try,
like Sir Thomas Lipton, to "lift it."

During 1901, the eighteen French Aéro-
nauts Companies show an augmentation of 3 millions
of francs on the net premiums paid to them
pending that year. The losses represent an
increase of 1,600,000 francs on the amount.
The collective companies received 100 millions of francs,
being 3,274,418 more than in the previous year.
(The Union *Comptable* received 1,800,000 francs
the highest amount); the lowest received was
by the Providence, only 100,000 francs. The
companies had to meet in 1901 claims to the
amount of 100,078,895 francs. The losses for
the same year denote a diminution of 0.02
per cent.

A French member of the Academy of
Sciences prefers enjoying *sen-broze* in his
own house, rather than going to the *bord de la*
mer, or seaside. This is how he manages it; in
ten volumes of oxygenated water, containing a
100th part of ether, charged with ozone, he
dissolves 24 hundredths parts of sea-salt; he
distributes the liquid all over the room by
means of a vaporiser at the rate of 120 grammes
per hour. The atmosphere of the apartment
then becomes saturated by the sea; while a
draught through the rooms thus permeated
produces the same sensation as a briny breeze.
Worth knowing and noting. Fancy in any
case goes a long way.

Refreshing and Agreeable.
CALVERT'S
CARBOLIC
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A pleasant Antiseptic Soap containing 100
parts Carbolic Acid. Should be used regularly
to improve the skin and complexion and prevent
infection.

F. C. CALVERT & Co., Manchester, Eng.

[2594—2]

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JUST RECEIVED DIRECT FROM HAVANA A SHIPMENT OF FINE HAVANA CIGARS.			
	Net Weight	Price	Per Box of
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SELECTOS IMPERIALES	21 lbs.	Box, \$12.50	25
REGALIA CONICA	14 1/2	18.00	50
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K. UYEMURA, Manager.

Hongkong, 4th March, 1903. [2409]

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Kushimoto, Saobu, Maizuru, Miike, Hakodate, Taipeh, &c.

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Sasahara, Tantsukuro, Yoshinori, Yoshio, Yunkobara, and other Coals.

SHIPPING.

ARRIVALS.

Aug. 25, KIMAGATA MARU, Japanese str., 1,740, K. Yoshikawa, Kaitani 1st Aug. General—DODWELL & CO., LD.
 Aug. 26, ANPINO MARU, Japanese str., 1,502, I. Goto, Coast Ports 25th Aug. General—OSAKA SHOSEN KAISHA.
 Aug. 26, CHANGCHOW, British str., 1,204, F. Boyd, Shanghai 22nd August, General—BUTTERFIELD & SWIRE.
 Aug. 26, ELG, Norwegian str., 708, Christopher, Moji 19th August, Coal—CABLOWITZ & CO.
 Aug. 26, HAILONG, British str., 783, Evans, Swatow 25th August, General—DOUGLAS LAFRAIK & CO.
 Aug. 26, HOIHAO, French steamer, 509, Merles, Haiphong and Hoiha 25th Aug. General—A. B. MARTY.
 Aug. 26, INDEADEO, British str., 3,457, Eastern-brook, Manila 22nd August, General—JARDINE, MATHESON & CO.
 Aug. 26, LEVIATHAN, British cruiser, 14,100, Hon. W. G. Stopford, Singapore 22nd August.
 Aug. 26, MARIONETHSHIRE, British str., 1,311, Cundy, Shanghai 22nd August, General—SHEWAN, TOMES & CO.
 Aug. 26, SHIMOSA, British str., 2,899, E. A. Chaplin, New York via Manila 23rd Aug. DODWELL & CO., LD.
 Aug. 26, YOKOHAMA, British str., 1,306, Brown, Hankow 20th August, General—BUTTERFIELD & SWIRE.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 26th August.
 Amara, British str., for Samarang.
 Empress, British str., for Timor.
 Indradeo, British str., for Shanghai.
 Shimosa, British str., for Shanghai.
 Sunkiang, British str., for Swatow.
 Sunkiang, British str., for Manila.
 Tsurugisan Maru, Japanese str., for Nagasaki.

DEPARTURES.

26th August.
 Amara, British str., for Samarang.
 Daigi Maru, Japanese str., for Swatow.
 EDWARD HARRY, Russian str., for Singapore.
 Empress, British str., for Australia.
 Express of India, British str., for Vancouver.
 Ichang, British str., for Canton.
 LOMBARDIA, Italian cruiser, for home.
 L. OONGONG, German str., for Canton.
 PELAYO, British str., for Swatow.
 PHUEN, French str., for Chemulpo.
 SABINE RICKMERS, British str., for Canton.
 SIKHAN, British str., for Swatow.
 SUNKIANG, British str., for Manila.
 Tsurugisan Maru, Japanese str., for Nagasaki.

VESSELS IN DOCK.

26th August.
 ABERDEEN DOCKS.—Maria Richmers, Rubi.
 Kowloon DOCKS.—Kutan, Penobkeshire.
 U.S.S. Callao, Hygeia, Tuin, Div. Hailong.
 COSMOPOLITAN DOCK.—U.S.A.T. Sumner.
 Helms Wyman, Changsha.

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY AND POOCHOW.
 THE Company's Steamship.

"HAITAN."
 Captain Roach, will be despatched for the above ports TO-DAY, the 27th inst., at 10 A.M.
 For Freight or Passage, apply to
 DOUGLAS LAFRAIK & CO.,
 General Managers.
 Hongkong, 25th August, 1903. [2388]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
 FOR MANILA.
 THE Company's Steamship.

"YUENSANG."
 Captain S. J. Payne, will be despatched as above TO-MORROW, the 28th inst., at 4 P.M.
 This steamer has superior accommodation for First-Class Passengers, and is fitted throughout with Electric Light.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO.,
 General Managers.
 Hongkong, 24th August, 1903. [2385]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
 STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.
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 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
 THE Steamship.

"VALETTA."
 Captain W. B. Palmer, R.N.R. carrying His Majesty's Mails, will be despatched from this office for Bombay, etc., on SATURDAY, the 29th AUGUST, at Noon, taking passengers and cargo for the above ports.
 Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed via Bombay with transshipment.
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
 For further particulars, apply to
 E. A. HEWITT,
 Superintendent.
 Hongkong, 18th August, 1903. [1]

HAMBURG-AMERIKA LINIE.
 FOR YOKOHAMA AND KOBE.
 THE H.S.L. Steamship.

"SAMBIA."
 Captain Schmidt, will be despatched for the above ports on SUNDAY, the 30th inst., at DAYLIGHT.
 For Freight apply to
 HAMBURG-AMERIKA LINIE,
 Hongkong Office.
 Hongkong, 22nd August, 1903. [2372]

NATAL LINE OF STEAMERS.
 THE Undersecretary GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STEAM NAVIGATION CO.'s fortnightly service home to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight.
 For Freight and further particulars, apply to
 DODWELL & CO., LIMITED,
 General Agents for China and Japan.
 Hongkong, 4th August, 1897. [8]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	VALETTA	Brit. str.	W. B. Palmer	P. & O. S. N. Co.	29th inst. at Noon.
LONDON VIA SUEZ CANAL	M'ONESTRIE	Brit. str.	G. C. Cundy	SHEWAN, TOMES & CO.	30th inst. D'Light.
LONDON & ANTWERP, VIA SINGAPORE, &c.	SUMATRA	Brit. str.	W. Hayward	P. & O. S. N. Co.	About 18th Sep.
LIVERPOOL	PINGUEY	Brit. str.	C. Warrall	BUTTERFIELD & SWIRE	22nd September.
MARSEILLES, LONDON & ANTWERP	JASON	Brit. str.	A. D. Baker	BUTTERFIELD & SWIRE	20th October.
MARSEILLES, LONDON &c. v. S'PORE, &c.	AWA MARU	Jap. str.	N. Trenant	NIPPON YUSEN KAISHA	1st September.
MARSEILLES, LONDON & ANTWERP	SALAZIE	Brit. str.	Negre	MESSAGERIES MARITIMES	5th Sep. Daylight.
MARSEILLES, LONDON & ANTWERP	KAMAKURA M.	Jap. str.	Robinson	BUTTERFIELD & SWIRE	23 Sep. at 1 P.M.
MARSEILLES, LONDON &c. v. S'PORE, &c.	GLAUCOS	Brit. str.	H. Peterson	NIPPON YUSEN KAISHA	15th September.
MARSEILLES, LONDON & ANTWERP	AGAMEMNON	Brit. str.		BUTTERFIELD & SWIRE	29th September.
MARSEILLES, LONDON & ANTWERP	PAK LING	Brit. str.		BUTTERFIELD & SWIRE	13th October.
BREMEN, VIA PORTS OF CALL	KLAUSCHQU	Ger. str.	Behrens	MELCHERS & CO.	27th October.
HAVRE, ANTWERP & HAMBURG	SITHONIA	Ger. str.	Hildebrandt	HAMBURG-AMERIKA LINIE	2nd Sep. at Noon.
HAVRE, BREMEN & HAMBURG	KONIGSBERG	Ger. str.	Mayer	HAMBURG-AMERIKA LINIE	29th inst.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	von Dohren	HAMBURG-AMERIKA LINIE	13th September.
HAVRE & HAMBURG	ABESSINIA	Ger. str.	Hill	HAMBURG-AMERIKA LINIE	23rd September.
HAVRE & HAMBURG	SAXONY	Ger. str.	Schulze	HAMBURG-AMERIKA LINIE	6th October.
HAVRE & HAMBURG	PERIA	Ger. str.	Brehmer	HAMBURG-AMERIKA LINIE	20th October.
TRIESTE, &c. VIA SINGAPORE, &c.	BARON DRIESSEN	Rus. str.	Cruglietti	SHEWAN, TOMES & CO.	3rd November.
NEW YORK, VIA PORTS & SUEZ CANAL	MOGUL	Brit. str.	H. Plasing	DODWELL & CO., LD.	10th Sep. p.m.
NEW YORK, VIA SHANGHAI, &c.	TARTAR	Brit. str.	E. Beetham	CANADIAN PACIFIC R. CO.	29th inst.
VANCOUVER, VIA SHANGHAI, &c.	E. OF JAPAN	Brit. str.		CANADIAN PACIFIC R. CO.	About 31st inst.
VICTORIA (B.C.) & SEATTLE VIA S'HAL, &c.	DEUCALION	Brit. str.		CANADIAN PACIFIC R. CO.	7th October.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	SHINANO MARU	Jap. str.	W. Thompson	NIPPON YUSEN KAISHA	23rd Sep. at Noon.
PORTLAND, OREGON	OLYMPIA	Brit. str.	Trumbull	DODWELL & CO., LIMITED	8th Sep. at 4 P.M.
AUSTRALIAN PORTS	INDRAMAHA	Brit. str.	R. P. Craven	PORTLAND & ASIATIC CO.	10th September.
AMERICAN PORTS	CHANGSHA	Brit. str.	R. Moore	BUTTERFIELD & SWIRE	13th September.
YOKOHAMA & KOBE	KIMAGATA MARU	Jap. str.	E. W. Haswell	NIPPON YUSEN KAISHA	1st Sep. at 4 P.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	BORNHO	Brit. str.	Schmidt	HAMBURG-AMERIKA LINIE	30th inst. D'Light.
MOJI, KOBE & YOKOHAMA	HIROSHIMA M.	Jap. str.	J. Nagao	NIPPON YUSEN KAISHA	About 4th Sep.
MOJI, KOBE & YOKOHAMA	KINSHU MARU	Jap. str.	F. L. Pyne	NIPPON YUSEN KAISHA	4th Sep. at Noon.
KOBE & YOKOHAMA	HITACHI MARU	Jap. str.	J. Campbell	NIPPON YUSEN KAISHA	15th Sep. at Noon.
KOBE & YOKOHAMA	WAKASA MARU	Jap. str.	J. B. MacMullen	NIPPON YUSEN KAISHA	28th inst. D'Light.
NAGASAKI & VLADIVOSTOK	SAVOIA	Ger. str.	Deinat	HAMBURG-AMERIKA LINIE	11th Sep. Daylight.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	A. E. Moses	HAMBURG-AMERIKA LINIE	31st inst. at 5 P.M.
CHEMULPO, DALNY & PORT ARTHUR	S'LEWING	Ger. str.	Meyer	HAMBURG-AMERIKA LINIE	8th Sep. at Noon.
CHANGSHA TIENTSIN	WEIFANG	Brit. str.	Mcintosh	BUTTERFIELD & SWIRE	23rd inst.
SHANGHAI	HAILONG	Brit. str.	F. R. Summers	P. & O. S. N. Co.	29th inst.
NINGPO & SHANGHAI	ICHANG	Brit. str.		BUTTERFIELD & SWIRE	About 29th inst.
TAMU, VIA SWATOW & AMOY	DAIKIN MARU	Jap. str.	T. Ogata	OSAKA SHOSEN KAISHA	30th inst.
POOCHOW, VIA SWATOW & AMOY	ANPING MARU	Jap. str.	I. Goto	OSAKA SHOSEN KAISHA	To-morrow.
ANPING, VIA SWATOW & AMOY	MAIZURU M.	Jap. str.	K. A. Kashi	OSAKA SHOSEN KAISHA	22nd September.
SWATOW, AMOY & POOCHOW	HAITAN	Jap. str.	Roach	DOUGLAS LAFRAIK & CO.	To-day, at 10 A.M.
SWATOW, AMOY & TAMSUI	HAILONG	Brit. str.	Evans	DOUGLAS LAFRAIK & CO.	To-morrow, 10 A.M.
MANILA	ROHILLA MARU	Jap. str.	E. P. Bishop	TOYO KISEN KAISHA	To-morrow, Noon.
MANILA DIRECT	YUENSANG	Brit. str.	S. J. Payne	JARDINE, MATHESON & CO.	To-morrow, 4 P.M.
CEBU & ILOILO	ZAVIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	28th inst. at Noon.
ILOILO	CHANGSHA	Brit. str.	P. Moore	BUTTERFIELD & SWIRE	31st inst.
BOMBAY, VIA SINGAPORE & COLOMBO	PERIA	Brit. str.	J. McGinty	SHEWAN, TOMES & CO.	8th Sep. at Noon.
SINGAPORE, COLOMBO & BOMBAY	W. CHANG	Brit. str.	Sommerville	BUTTERFIELD & SWIRE	About 23rd inst.
SINGAPORE, PENANG & CALCUTTA	BOMBAY MARU	Jap. str.	T. Marai	NIPPON YUSEN KAISHA	1st Sep. at 1 P.M.
KWAN CHAU WAN, CHUK UM & LAICHOW	NANKIN	Brit. str.	E. E. C. Roberts	P. & O. S. N. Co.	Quick despatch.
	LIGHTNING	Brit. str.	J. G. Spence	DAVID SASSOON & CO., LD.	
	S. IFT	Brit. str.	A. E. Monger	Chi Wo	

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.
 THE Steamship
 "BARON DRIESSEN," Captain H. Plasing,
 will be despatched on SATURDAY, the 29th AUGUST, to be followed by the Steamship

"NORDKYN," Captain A. Beer,
 on WEDNESDAY, the 30th SEPTEMBER.
 For Freight, &c., apply to
 SEW, N. TOMES & CO.,
 General Agents.
 Hongkong, 27th August, 1903. [2354]

FOR CHEMULPO, DALNY AND PORT ARTHUR.
 (Calling at SHANGHAI.)
 THE Steamship
 "SULLBERG,"
 Captain Meyer, will be despatched for the above ports on SATURDAY, the 29th inst., at 4 P.M.
 For Freight or Passage, apply to
 HAMBURG-AMERIKA LINIE,
 Hongkong Office.
 Hongkong, 21st August, 1903. [2356]

FOR NAGASAKI & VLADIVOSTOK.
 (Calling at GENSAN.)
 THE Steamship
 "SAVOIA,"
 Captain Deinat, will be despatched for the above ports on MONDAY, the 31st inst., at 5 P.M.
 This steamer has superior accommodation for First-Class Passengers and carries a Doctor.
 For Freight or Passage, apply to
 HAMBURG-AMERIKA LINIE,
 Hongkong Office.
 Hongkong, 21st August, 1903. [2357]

REGULAR
 STEAMSHIP SERVICE TO NEW YORK.
 VIA PORTS AND SUEZ CANAL
 (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).
 PROPOSED SAILINGS FROM HONGKONG, 1903.

"MOGUL" 31st Aug.
 "BRAEMAR" 10th Sep.
 "SATSUMA" 23rd Sep.
 "SHIMOSA" 10th Oct.
 "KURDISTAN" 24th Oct.
 "RICHMOND CASTLE" 7th Nov.
 For Freight and further information, apply to
 DODWELL & CO., LD.,
 Agents.
 Hongkong, 21st August, 1903. [1123]

COMPAGNIE DES MESSAGERIES MARITIMES.
 PAQUEBOTS-POSTE FRANCAIS.
 NOTICE.

STEAM FOR
 SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO

PORTS OF BRAZIL AND RIVER PLATE.
 ON TUESDAY, the 8th September, 1903, at 1 P.M., the Company's Steamship
 "SALAZIE," Captain Negre, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSSHIPMENT.
 Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
 Shipping Orders will be granted till Noon only on Monday, the 7th September. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.
 For further particulars, apply to the Company's Office.
 G. DE CHAMPEAUX,
 Agent.
 Hongkong, 27th August, 1903. [13]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon, amidships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA.

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
PERLA	1980	J. McGinty	Cebu and Iloilo	Mon. 31st Aug., 4 P.M.
ZAFIRO	2540	R. Rodger	Manila Direct	Sat. 29th Aug., 10 A.M.
BUBI	2540	R. W. Almond	Manila Direct	Sat. 5th Sep., 10 A.M.

For Freight, or Passage apply to

SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.

Hongkong, 27th August, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA PORTLAND, OREGON
 OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
 CONNECTION WITH THE
 OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
"INDRAMAHA"	5,197	R. P. Craven	September 13, 1903
"INDRAVELLI"	4,899	W. E. Craven	October 14, 1903
"INDRAPURA"	4,899	A. E. Hollingsworth	November 14, 1903

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
 ALLAN CAMERON, GENERAL AGENT.
 Hongkong, 22nd August, 1903. [114]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 "Empress" Twin Screw Steamships—4,000 Tons—10,000 Horse-Power—Speed 19 knots.
 SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.
 (SUBJECT TO ALTERATION.)

R.M.S.	TONS	WEDNESDAY	1903
"EMPRESS OF JAPAN"	6,000	23rd Sept.	
R.M.S. "TARTAR"	4,425	23rd Sept.	
R.M.S. "EMPRESS OF CHINA"	6,000	7th Oct.	
R.M.S. "ATHENIAN"	3,882	21st Oct.	
R.M.S. "EMPRESS OF INDIA"	6,000	4th Nov.	
R.M.S. "EMPRESS OF JAPAN"	6,000	18th Nov.	
R.M.S. "TARTAR"	4,425	2nd Dec.	

THE magnificent TWIN-SCREW "EMPRESS" STEAMSHIPS of this Line pass through the Inland Sea of Japan, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 6, 9 and 12 months.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.
 For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
 D. E. BROWN, General Agent,
 Pedder Street.

NORTHERN PACIFIC STEAMSHIP CO
 BOSTON STEAMSHIP COMPANY.
 BOSTON TOW-BOAT COMPANY.PROPOSED SAILINGS FROM HONGKONG,
 VIA
 SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR
 VICTORIA, B.C., AND TACOMA,
 IN CONNECTION WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Captain	Tons	Sailing Date
OLYMPIA	J. Truebridge	2,837	September 10th
LYRA	F. Williams	4,417	September 17th
TACOMA	A. Dixon	2,812	September 24th
VICTORIA	J. Pantou	3,502	October 10th

Steamers marked * have no passenger accommodation.
 THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.
 Special rates allowed to members of Government Services.
 Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.
 For further information as to Freight or Passage, apply to
 DODWELL & COMPANY, LIMITED,
 GENERAL AGENTS.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS. ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.
 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMER	DESTINATION	SAILING DATE
* KLAUTSCHOU
BAYERN
ZIEFEN
SEIDLITZ
BOON
PREUSSEN
* HAMBURG
PRINZ HEINRICH
KONIG ALBERT

* KLAUTSCHOU ... WEDNESDAY ... 2nd September
 BAYERN ... THURSDAY ... 17th September
 ZIEFEN ... WEDNESDAY ... 30th September
 SEIDLITZ ... WEDNESDAY ... 14th October
 BOON ... WEDNESDAY ... 25th October
 PREUSSEN ... WEDNESDAY ... 11th November
 * HAMBURG ... WEDNESDAY ... 25th November
 PRINZ HEINRICH ... WEDNESDAY ... 9th December
 KONIG ALBERT ... WEDNESDAY ... 23rd December
 1904

* KLAUTSCHOU ... WEDNESDAY ... 6th January
 BAYERN ... WEDNESDAY ... 20th January
 ZIEFEN ... WEDNESDAY ... 3rd February
 SEIDLITZ ... WEDNESDAY ... 17th February
 BOON ... WEDNESDAY ... 2nd March

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 2nd day of SEPTEMBER, 1903, at Noon, the Steamship "KLAUTSCHOU" of the HAMBURG-AMERIKA LINIE, Captain Behrens, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping orders will be granted till NOON on MONDAY, the 31st August. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 1st September, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 1st September. Contents of Packages are required. No Parcel Receipts will be issued for less than \$2.50, and Parcels should not exceed 2 Feet Cubic in Measurement.
 The Steamer has splendid accommodation and carries a Doctor and Stewardesses.
 Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
 MELCHERS & CO., AGENTS.
 Hongkong, 24th August, 1903. [15]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO. LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

FROM	STEAMERS	DUY
GLASGOW and LIVERPOOL	"DEUCALION"	On 4th September.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 9th September.
GLASGOW and LIVERPOOL	"JASON"	On 17th September.
GLASGOW and LIVERPOOL	"PAK LING"	On 23rd September.
GLASGOW and LIVERPOOL	"CALCHAS"	On 1st October.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"NESTOR"	On 1st September.
MARSEILLES, LONDON and ANTWERP	"KINTUCK"	On 15th September.
LIVERPOOL	"PINGSUEY"	On 22nd September.
MARSEILLES, LONDON and ANTWERP	"GLAUCUS"	On 29th September.
MARSEILLES, LONDON and ANTWERP	"AGAMEMNON"	On 13th October.
LIVERPOOL	"JASON"	On 20th October.
MARSEILLES, LONDON and ANTWERP	"PAK LING"	On 27th October.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKOHAMA	"DEUCALION"	On 6th September.
The s.s. "TELEMACHUS" left Tacoma on the 9th inst., for Japan ports and Hongkong.	"CALCHAS"	On 2nd October.

For Freight, apply to—
BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 25th August, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"HUPEH"	On 27th August.
CHEFOO and TIENSIN	"KWEIYANG"	On 29th August.
NINGPO and SHANGHAI	"ICHANG"	On 31st August.
LOILO	"WUZHANG"	On 4th September.
MANILA	"CHANGSHA"	On 8th September.

PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.
The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light Unrivaled Table. A daily qualified Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 27th August, 1903.

TOYO KISEN KAISHA MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewards carried.

Steamship	Captain	Tons	Sailing Date.
"ROHILLA MARU"	E. P. Bishop	3869	Frid-y, 23rd August, at Noon.
"ROSETTA MARU"	H. S. Smith	3876	Wednesday, 2nd September, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
Hongkong, 25th August, 1903.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
FOR TAMSUI, VIA SWATOW AND AMOY
FOR FOCHOW, VIA SWATOW AND AMOY
FOR ANPING, VIA SWATOW AND AMOY
The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a daily qualified doctor is carried.
All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.
Steamers will go alongside the Co.'s Pontoon at the Customs' water front premises at Yamato to land all passengers and cargo.
By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.
For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Vaux Road Central.
Hongkong, 26th August, 1903.

T. ARIMA, Manager

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SINGAPORE, COLOMBO and BOMBAY	NANKIN	About 28th August	Freight only.
LONDON, &c.	VALETTA	Neon, 29th August	See Special Advertisement.
SHANGHAI	BALLARAT	About 29th August	Freight and Passage.
YOKOHAMA, VIA SHANGHAI, MOJI and KOBE (Passing through the Inland Sea)	BORNEO	About 4th September	Freight and Passage.
LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SOMERSET	About 18th September	Freight and Passage.

For further Particulars, apply to

Hongkong, 25th August, 1903.

L. A. LEWETT, Superintendent.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR Fiume and Trieste (Direct). Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID. (Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.) THE Company's Steamship

"PERSEA"
Captain Craglietto, will be despatched as above on SATURDAY, the 19th September, P.M.
This Steamer has capital accommodation for Passengers, Electric Light and carries a Doctor.
For information as to Passage and Freight, apply to
SANDER, WIELE & CO., Agents
Princes' Buildings.
Hongkong, 25th August, 1903.

FOR KWAN CHAU WAN, CHUK UM AND LAICHOW.
THE Steamship
"SWIFT,"
Captain A. E. Monger, will have quick despatch for the above ports.
For Freight, apply to
CHI WO, Agents
Wing Wo Lane.
Hongkong, 26th August, 1903.

CHINA NAVIGATION CO. LIMITED.
HONGKONG—MANILA.
REDUCED SALOON PASSAGE MONEY.
SINGLE, \$20; RETURN, \$35.
STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DAILY QUALIFIED SURGEON CARRIED.
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 4th July, 1903.

NIPPON YUSEN KAISHA.
MID-SUMMER EXCURSION TRIPS TO JAPAN AND BACK.
The Nippon Yusen Kaisha are prepared during the months of July and August to issue FIVE TO EIGHT RETURN TICKETS FROM HONGKONG TO YOKOHAMA AND BACK for the round fare of Yen 98 payable in local currency. Return Tickets are available for return up to the 31st October, 1903.
Stop-over privileges allowed at any way port and between Oji and Kobe passengers have the option of travelling by the Sanyo Railway.
For information as to sailings, steamers, &c., apply at the Company's Local Offices in PRINCES BUILDINGS, First Floor, Chater Road.
T. S. TAKAYANAGI, Acting Manager.
Hongkong, 28th July, 1903.

FOR CANTON.
"SAN CHEUNG"
951 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
First-class Fare, \$3 each way. Meals, \$1 each.
Cargo Freight very moderate.
J. TENYOUNG & CO.,
No. 128, Connaught Road Central.
Hongkong, 30th June, 1903.

HONGKONG-MACAO LINE.
S.S. "WING CHAI"
Captain Samuel Bell Smith.
DEPARTURES from Hongkong, on week days, at 7.30 A.M., on Excursion Sundays, at 8.30 A.M., from Macao (week days) at about 2 P.M. and (Sundays) about 8 P.M.
Fares—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.
2nd Class \$1.50. Return Ticket \$2.50.
3rd Class \$1. Steerage 50 cents.
On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Dinner and Dinner either on boat or at Macao Hotel \$5.
The Steamer runs an Excursion Trip Every Sunday in Summer.
SAM WANG & CO. LD.,
81, Queen's Road Central.
Hongkong, 25th July, 1903.

NOTICES TO CONSIGNEES.
OCEAN STEAMSHIP COMPANY, LIMITED, AND THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
CONSIGNEES per Company's Steamer "PINGSUEY" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 21st instant.
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 27th inst.
No Claims will be admitted after the Goods have left the steamers Godown and all Goods remaining undelivered after the 27th inst. will be subject to rent.
All Claims against the Steamer must be presented to the Underwriter on or before the 3rd prox., or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 24th August, 1903.

CONSIGNEES per Company's Steamer "GLAUCUS" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 24th instant.
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Hongkong, 24th August, 1903.

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No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 27th inst. will be subject to rent.
All Claims against the Steamer must be presented to the Underwriter on or before the 2nd prox., or they will not be recognised.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the GIBB, LIVINGSTON & CO., Agents.
Hongkong, 21st August, 1903.

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.
THE Steamship
"LIGHTNING"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge will be landed at once at Consignees' risk and expense.
Large remaining on board after 4 P.M. of the 26th instant, will be landed at Consignees' risk and expense into the Godown of the Hongkong and Kowloon Wharf and Godown Company, Limited.
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.
DAVID SASSON & CO. LD., Agents.
Hongkong, 24th August, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE.
CONSIGNEES of Cargo from London ex s.s. *Tigre et Cardouan*, and from Bordeaux ex s.s. *De Rochefort*, and *De l'Arve*, in connection with the Steamer, are hereby informed that their Goods, with the exception of Opium, Precious and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, the 24th inst., requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after Monday, the 31st inst., at No. 11, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 31st inst., or they will not be recognised.
All damaged packages will be examined on Monday, the 31st inst., at P.M.
No Fire Insurance has been effected.
G. DE CHAMPEAUX, Agent.
Hongkong, 24th August, 1903.

NOT RESPONSIBLE FOR DEBTS.
NEITHER the CAPTAIN, the AGENTS, nor the STEAMSHIP will be RESPONSIBLE for any DEBT contracted by the Officer or the Crew of the following Vessels during their stay in Hongkong Harbour:
COMET, British 4-m. barque, W. J. Davis—Sta dard Oil Co.
HELENA WYMAN, Amr. barque, D. A. Vanhook—Captain.

FOR NERVOUS EXHAUSTION
CHAPOTEAUT'S Phospho Glycerate of Lime
For Nervous Troubles in Adults and Children
SOLD IN Capsules, in Syrup, and in Wine
Increases vital energy and nerve force. Full instructions with each bottle.
CHAPOTEAUT—PARIS, FRANCE.
ON SALE
BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, JA VARY TO JUNE, 1903. With Index. Price \$7.50.
On sale at the Hongkong Daily Press Office.
Hongkong, 25th July, 1903.

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No Fire Insurance has been effected.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 24th August, 1903.

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Hongkong, 24th August, 1903.

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Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
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Hongkong, 24th August, 1903.

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G. DE CHAMPEAUX, Agent.
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Hongkong, 24th August, 1903.

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